

SUMMARY OF ENVIRONMENTAL STUDY
CSMSL-0009-00(295), CSMSL-0009-00(296) & CSMSL-00009-00(297),
DEKALB and GWINNETT COUNTIES
P.I. Nos. 0009295, 0009296 & 0009297

In compliance with the 1969 National Environmental Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed conversion of approximately 16 miles of the High Occupancy Vehicle (HOV) lane system on Interstate 85 (I-85) to High Occupancy Toll (HOT) lanes. The following information gives a summary of the environmental document.

There would be no adverse effects to the social environment. The preferred alternative would not directly or indirectly result in land use changes. No residential or business displacements would occur as a result of the preferred alternative. The preferred alternative would not adversely affect churches or institutions. The preferred alternative would not affect community cohesion. The preferred alternative would not disproportionately adversely affect low-income or minority populations. The preferred alternative would not adversely affect economic development.

There would be no effect to the cultural environment. The implementation of this undertaking does not have the potential to cause effects to historic or archaeological properties. Because of the nature and scope of the proposed project, no potential to alter the characteristics of a historic or archaeological property that qualify it for inclusion in or eligibility for the National Register of Historic Places exists.

In addition, the preferred alternative would not effect cemeteries. There would be no adverse effects from the preferred alternative to parklands, recreation areas, or wildlife refuges.

There would be no adverse effects to the natural environment. The preferred alternative would not affect water quality or water consumption. In accordance with Executive Order 11990, the preferred alternative was surveyed for wetland and stream involvement. There would be no Waters of the US involvement; thus a U.S. Army Corps of Engineers (USACE) Section 404 permit would not be required for this project.

In accordance with Executive Order 11988, the preferred alternative was surveyed for floodplain involvement. The preferred alternative would not significantly encroach upon any floodplains or regulatory floodways.

The preferred alternative would not involve farmland as defined in the Farmland Protection Policy Act. The preferred alternative would not affect any threatened or endangered plant or wildlife species, as none are located in or frequent the project area. Construction of the preferred alternative would have no effect on neotropical/migratory bird species. Construction of the preferred alternative would include measures to prevent or minimize the spread of invasive species.

There would be no adverse effects to the physical environment. The preferred alternative is not a project type that would result in traffic noise effects. The preferred alternative would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state. The preferred

alternative is not a project of air quality concern for Fine Particulate Matter_{2.5} (PM_{2.5}) under 40 CFR 93.123(b)(1). The preferred alternative would not affect energy or mineral resources. Unavoidable inconveniences to motorists would be minimized during construction of the preferred alternative. The preferred alternative would not affect sites potentially contaminated by leaking underground storage tanks or hazardous waste.

No environmental permits, variances, or mitigation would be required for construction of the preferred alternative.

Copies of the environmental document are available at this hearing for your review or by sending your request to:

Mr. Glenn Bowman, P.E.
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